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In order to fit the block for the other uses alluded to in Mr. Bothway's letter, the bolt *a* is to be withdrawn, and the swivel-pipe with its hook removed, and in their place is to be inserted the looped pipe, fig. 15.

XVII.—REVOLVING LIGHTS FOR STEAM-BOATS.

The LARGE SILVER MEDAL *was this Session presented to* JOHN HAWKS, *Esq. Upper Thames-street, for his* REVOLVING LIGHT FOR STEAM-BOATS, *a Model of which has been placed in the Society's Repository.*

Duck's-foot-lane, Upper Thames-street, London,
June 7, 1826.

SIR;

THE fatal accident which occurred to the passengers and crew of the Comet steam-packet, although generally deplored, seems still not to have excited the ingenuity of the public, or to have been passed by, like all other calamities, without a remedy. The cause of that accident was certainly attributable either to having no light at all, or so placed as not to be sufficiently discernible.

Within a short time of that accident, I invented a revolving light, which I think, if brought into use, would prevent the chance of a similar calamity; but, like all others who may have thought on the subject, have not yet made it public, from having been very much engaged.

I have shown the model to some scientific and ingenious friends, who have requested me to make it public, through the Society of Arts, &c. &c., and have therefore to request that you will do me the favour to lay the same before the earliest possible committee, in order that, if it shall prove worthy of the Society's notice, no further time may be lost in publishing the invention previous to the ensuing winter.

I am, Sir,
&c. &c. &c.
JOHN HAWKS.

A. Aikin, Esq.
Secretary, &c. &c.

Reference to the Engraving.—Plate VII.

Fig. 4, a front view; fig. 5, a side view. *f f* the chimney of the boat, or a strong upright spar; *g g* a projecting horizontal spindle, on which the frame which carries the lights revolves; *h h* two arms connected by the cross bars *i i*, to which are fixed the lanthorns *l l*; *o o* a connecting rod which receives its motion from the spindle *g*, by means of the crank *m*, and communicates it, by means of the cranks *n n*, to the bars *i i*, and consequently to the lanthorns [fig. 6 shows separately one of the lanthorns with its cross bar and crank]; *j* is a pulley over which passes the band *k k*, which is to be connected with the steam-engine in any convenient manner, and by which a rotatory motion is given to the lanthorns. The ends of the bars *h h* revolve in the lower dotted circle *p p*, while those of the bar *o o* revolve in the upper dotted circle *q q*; the consequence of this arrangement is, that the lanthorns will be fixed so as to prevent them from being shaken about by the wind, and will retain a vertical position at every point of their revolution.

The following are the Regulations relating to this subject to which the Steam-boats navigating the Clyde are subjected by the Trustees of the River and of the Har-

hour of the Broomielaw, as printed by order of the House of Commons, May 12, 1826:—

When two steam-vessels meet, going in opposite directions, each shall slack its engine as soon as the vessels come within thirty or forty yards of one another, and shall keep to the left or larboard side.

If two steam-boats are going in the same direction, and the fastest is astern, as soon as the latter comes within thirty yards of the slower-going one, this shall slack its engine, and go to leeward till the faster has got thirty yards at least a-head.

All steam-vessels at night or in foggy weather shall slacken their speed to four miles an hour at the utmost.

All steam-vessels shall have a bell capable of being attached to the machinery, so that in foggy weather it shall be continually ringing.

All steam-boats shall have a triangular light hung a-head, or placed in a conspicuous part of the bow of the vessel, from sunset to sunrise.

It appears also from a letter written to Mr. Hawks, by Mr. J. Miller, secretary to the Margate Steam-packet Company, that their vessels have for the last two years hoisted a triangle light at the foremast head after sunset.

But sailing vessels occasionally hoist triangle lights; and therefore a mere triangle light is not a sufficient distinction for steam-boats; but by making the lights, whether two or three, to revolve, by attaching them to the machinery, no mistake could possibly arise. It was also mentioned in the committee, and the suggestion deserves notice, that a further advantage would accrue from having the stern half of one of the lanthorns green, or any other readily distinguishable colour, as it would serve not merely to point out a steam-boat, but also to show in what direction she is going, and thus give still greater facility in avoiding her. If, for example, a vessel on her course descries a-head two steadily revolving lights, one of which is white and the other green, it is evident that a steam-boat is in that place, and going in the same direction as the other vessel; but if both the lights are white, it is plain that the steam-boat is bearing down, and that due care must be taken to avoid her. The same advantage might also be obtained by causing the lights of every steam-boat to revolve in one and the same direction.

The shock of any two sailing vessels falling aboard of each other at sea will not unfrequently sink the smaller one; and the probable mischief to be apprehended from two steam-boats in similar circumstances is greatly increased both by the greater velocity of the vessels, and the weakness of their construction.

XVIII.—SELF-ILLUMINATING CLOCK.

The Large Silver Medal *was this Session presented to Mr.* J. P. Paine, 39, *High-street, Bloomsbury, for his mode of* Illuminating Public Clocks, *a Model of which has been placed in the Society's Repository.*

39, High-street, Bloomsbury,
April 8, 1827.

Sir;

The model I have this day the honour to exhibit to your consideration has long occupied my closest attention, as I consider there is no object to which mechanism is applied of more importance than our public time-keepers, and which I lament have by no means kept pace with the improvements introduced into other branches of the arts.

It is true the hands continue to perform their revolu-